

The China Mail.

Established February, 1845.

VOL. XXXVII. No. 5691.

號十月十年一十八百八千一英

HONGKONG, MONDAY, OCTOBER 10, 1881.

日八十月八年己辛

PRICE: \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE BREWER & Co., 30, Cornhill. GORDON & GORCH, Ludgate Circus, E. C. BATES HENDY & Co., 57, Wallbrook, E. C. SAMUEL DRAKE & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIER & FRONCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TARMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HUNZINER & Co., Manila.

CHINA.—MORRIS A. DE MELLO & Co., Station, Campbell & Co. Amoy, WILSON, NICHOLLS & Co., Fookow, HEDON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,900,000 Dollars.

COURT OF DIRECTORS.
Chairman—A. MOYER, Esq.
Deputy Chairman—H. L. DALRYMPLE, Esq.
Hon. E. R. BELL, Esq.
Hon. F. B. JOHNSON, Esq.
H. DE C. FORBES, Esq.
W. S. YOUNG, Esq.

CHIEF MANAGERS.
Hongkong, THOMAS JACKSON, Esq.
Shanghai, E. WEN CAMBERG, Esq.
LONDON BARBERS, London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1881.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £280,000.

HEAD OFFICE—14, Rue de la Harpe, PARIS.

AGENCIES AND BRANCHES at:
LONDON, BOULON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, SHANGHAI, FOOCHOW, NANKING, SINGAPORE, YOKOHAMA, MELBOURNE, and SYDNEY.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
Messrs C. J. HAMRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. SCHWEBLIN, Agent, Hongkong.

Hongkong, April 12, 1881.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per Annum.
" 6 " " 4 " " "
" 12 " " 5 " " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES GRANTED at current rates on MARINE RISKS in all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to the Shareholders.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Underwritten having been appointed Agents for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co., Agents.
Hongkong, July 1, 1881.

Notices of Firms.

NOTICE.
MR. F. D. BUSH is hereby authorized to Sign our Firm per Procuration.
RUSSELL & Co.
China, September 22, 1881. no22

NOTICE.
I HAVE THIS DAY ESTABLISHED myself as MERCHANT and GENERAL COMMISSION AGENT, under the Style of HERBERT DENT & Co.
HERBERT F. DENT.
Canton, September 1, 1881. del

NOTICE.
THE Underwritten have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs RYNOCH & Co., of WITTON, near BIRMINGHAM.
MEYER & Co.
Hongkong, August 13, 1881. 13au22

For Sale.

EX LATE ARRIVALS.
LADIES' DRESSES, complete but unmade.
LADIES' COSTUMES, ready-made.
Various Kinds of MATERIALS for LADIES' DRESSES.
An Assortment of FLOWERS for LADIES' BONNETS and HATS.
BLACK and BROWN VELVETEENS.
N. M. KHAMISA, Peel Street.
Hongkong, October 6, 1881.

FOR SALE.
GOOD Clean COKE, \$11 per Ton.
COAL TAR.
CHOY ACHIEW, No. 217, Praya, West Point.
Hongkong, September 30, 1881. oc30

FOR SALE.
JULES MUMM & Co.'s CHAMPAGNE.
Quarts, \$16 per 1 doz. Case.
Pints, \$17 per 2 doz. "
GIBB, LIVINGSTON & Co.
Hongkong, February 2, 1880.

FOR SALE.
ABOUT 2,000 lbs. MILLER & RICHARD'S Extra-hard Metal BOURGEOIS TYPE, No. 10, (somewhat worn but in fairly good condition).
Apply to OFFICE of this PAPER.
Hongkong, July 22, 1881.

Tenth Volume of the "CHINA REVIEW."
Now Ready.
No. 1.—Vol. X.
—OF THE—
"CHINA REVIEW"
CONTAINS—
The Foreign Trade of China during 1880.
Short Journeys in Szechuan.
The Double Nail Murders.
The "Yin-Fu" Classic; or, Clue to the Unseen.
Notices of New Books and Literary Intelligence.
Notes and Queries:—
The Chinese of Chang.
Lions and Bears; A Strange Story.
The Levirate in China.
A Chinese Aristocrat.
The Primitive Codification of Chinese Law.
A Clipping from the Tao Chuan.
Housenwang.
Hunan Sacrifices.
Insect-Wax.
A Chinese Febrile (地黃).
The Japanese make a raid on Che Kiang.
Bengal Kiffin.
Giraffes and Zebras sent as Tribute.
An Imperial Settlement of the Term Question.
大都會典.
Military Precedence.
The Chinese Confederated States of the Spring.
Customs of the Ming Dynasty.
A Fantastic Trick.
The Chunch'un.
The Kung Sheng.
電田.
Chinese Quips.
The Ancient Chinese.
Manners and Manners exempted from the heavy Bamboo and the Cangue.
A Coincidence.
The Rules of the Service.
The Six Boards at Peking and Nanking.
A Point in Precedence.
China's Sorrow.
A Ship of the Cup.
Agriculture at Canton and Fookow.
The Persian and Chinese Drama.
Errata.
Books Wanted, Exchanges, &c.
Hongkong, September 28, 1881.

NOTICE.
IT is hereby notified that no Accounts or Bills contracted on account of S. S. HUNGARIAN will be recognized unless countersigned by Captain W. McD. ALISON.
ARNHOLD, KARBURG & Co., Agents of S. S. HUNGARIAN.
Hongkong, September 30, 1881.

NOTICE.
WINDSOR HOUSE,
Nos. 18 and 19, BUND, YOKOHAMA.
THE above well-furnished HOTEL commands a fine view of the Harbour and Shipping; and the building is surrounded by a large Verandah, which makes this resort the coolest Hotel in the East.
Charges—From \$2.50 to \$4 per day. Porter to land and ship baggage.
SMITH, SWIFT & Co.
Yokohama, Japan, Sept. 1881.

THE SAFEST AND ONLY RELIABLE PREPARATION OF PHOSPHORUS.
DR. BRIGHT'S PHOSPHODYNE.
Best known remedy for Nervousness, Indigestion, Liver Complaints, and all Functional Disorders; extensively used in the Army and Navy, and highly recommended by the Medical Faculty.
DR. BRIGHT'S PHOSPHODYNE.—Only reliable Remedy for Weak and Shattered Constitutions, Nervous Debility, Depression, Lassitude, Pimples, Impoverished Blood, premature Decline, thoroughly re-establishes general bodily health.
DR. BRIGHT'S PHOSPHODYNE.—Prepared on a new principle whereby all possible risk is entirely prevented. Avoid Phosphorus Pills, Lozenges, &c., as they frequently contain Solid Particles of Phosphorus, which accumulate in the system, producing Necrosis and other serious evils.
DR. BRIGHT'S PHOSPHODYNE.—Beware of worthless Imitations. Being prepared from Ureole Formulas they are absolutely reliable and in some cases positively dangerous.
DR. BRIGHT'S PHOSPHODYNE.—Sold by all Chemists throughout the globe.
Refuse Useless substitutes.
Agents:—WATSON & Co., Hongkong Dispensary, WATSON, CLARKE & Co., Shanghai Dispensary.
21my81 21no81

ENTERICON.
ENTERICON gives Immediate Relief to Indigestion, Loss of Spirit, Wind in the Stomach, Giddiness, Palpitation of the Heart, &c.
ENTERICON gives Speedy Relief and a Permanent Cure in Nervous Debility, Spasmodic, Wasting Diseases.
ENTERICON is the only Tonic Remedy for Liver Complaints, Pimples of Blood, Loss of Appetite, Want of Vitality, Mental Depression, &c.
ENTERICON is warranted not to contain in any form, Mercury, Opium, Ether, Arsenic, Stychnine, or any deleterious Drugs whatever.
Sold by all Wholesale and Retail Drug-gists throughout the Civilized World.
Sold in China by—
WATSON & Co., Hongkong Dispensary.
WATSON, CLARKE & Co., Shanghai.
21my81 21no81

For Sale.

LANE, CRAWFORD & Co.
HAVE RECEIVED THE FOLLOWING NEW GOODS:—FRESH HOUSEHOLD STORES and GROCERIES from GORDON & BLACKWELL, and J. MOIR & Sons.
HUNTLEY & PALMER'S BISCUITS and AMERICAN CRACKNELLS.
FRENCH JAM and JELLY BUTTER; AMERICAN CORNSTARCH and CORNMEAL; TURNED FRUITS, FISH, HONEY, &c.

WINE, SPIRITS, &c.
CLARETS—Medoc (our own Bottling, \$3.50 per dozen), St. Emilion, Haut Talence, &c.
SACRONS'S SHERRIES.
CHAMPAGNES—KOHNSTAMM, RUINART.
PORTS—HUNT'S, and OUR OWN "R." LIQUEURS—CHAMPAGNE, MARASCHINO, NOYAU, and CORDON ROUGE.
WHISKIES—BLENDED LIQUORS, KINAHAN'S L.L. CANTER GRAND, and S.B.H. BRANDIES—COGNAC, J. B. HENNESSY & Co., &c.
BASS' ALE and GUINNESS'S STOUT.

TAILORING, SHIRTMAKING, AND OUTFITTING DEPARTMENT.
NEW MATERIALS for the coming season. CRICKETING and BOATING SHIRTS. NEW HOSIERY, SOAKERS, TIES, &c.
NEWS AGENCY—Price List of Papers and Magazines for next year sent on application.

SEEDS—Sutton's and AMERICAN VEGETABLE and FLOWER and LAWN GRASS SEEDS. LISTED NOW READY.
A Stock of LOWMOOR & STAFFORDSHIRE BOILER-PLATES, ANGLES and RIVETS, always on hand.
Hongkong, October 4, 1881.

To Let.

TO LET.
NO. 2, OLD BAILEY STREET.
And, No. 6, PEDDAR'S HILL.
Also, No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, July 18, 1881.

GODOWNS-TO LET.
PRAYA EAST AND WANCHAI ROAD.
For Particulars, apply to
SIEMSEN & Co.
Hongkong, January 21, 1881.

Intimations.

TUTION IN FRENCH LANGUAGE
by
MONSIEUR LOUIS PIRON, AINE;
SINGING (CULTURE OF THE VOICE)
by
MONSIEUR EUGENE PIRON, JUNIOR.
44, QUEEN'S ROAD.
Hongkong, August 30, 1881.

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IT is hereby notified that no Accounts or Bills contracted on account of S. S. HUNGARIAN will be recognized unless countersigned by Captain W. McD. ALISON.
ARNHOLD, KARBURG & Co., Agents of S. S. HUNGARIAN.
Hongkong, September 30, 1881.

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Nos. 18 and 19, BUND, YOKOHAMA.
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Hongkong, October 4, 1881.

Intimations.

SCOTCHMEN, resident in the Colony, are invited to MEET in the CITY HALL, on THURSDAY EVENING NEXT, the 13th Instant, at 6 o'clock, for the purpose of deciding upon the manner in which the forthcoming National Festival shall be celebrated.
Hongkong, October 7, 1881. oc13

SEALED TENDERS will be Received by the Underwritten on or before MONDAY, the 14th Instant, at Noon, for the BUILDING of a TORPEDO-MORING STEAMER and a WOODEN TORPEDO LIGHTER (including Machinery), according to Specifications and Conditions which can be seen on Application to the NAVAL STOREKEEPER'S Office.
The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.
E. B. JOREY, Naval Storekeeper.
H. M.'s Naval Yard, Hongkong, October 3, 1881. oc24

DENTAL NOTICE.
DR. ROGERS has returned to Hongkong, and he will now remain here permanently.
HONGKONG, July 21, 1881.

THE "FAR EAST."
THE BOOKS OF 1878 WANTED.
Apply at the OFFICE of the World, Hongkong, October 4, 1880.

A. H. YON & Co.,
SHIPS COMPRADORE,
STEVEDORE,
BALLASTERS and WATER SUPPLIES,
HONGKONG and WHAMPONG of the same Proprietors.
Keep on hand and for Sale, well assorted Oilman's Stores and Coal of all kinds.
Shipping supplied at the shortest notice with all kinds of Ballast and fresh Provisions of moderate charges.
F. 30, WING HING STREET.
Hongkong, June 15, 1881. 1ja82

Insurances.

FORFUNA ALLGEMEINE VERSICHERUNGS ACTIEN GESELLSCHAFT OF BERLIN.
THE Underwritten having been appointed AGENTS of the above Company are prepared to grant POLICIES on MARINE RISKS to all parts of the World.
ARNHOLD, KARBURG & Co.
Hongkong, September 26, 1881. oc26

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.
THE Underwritten having been appointed AGENTS in HONGKONG and CHINA for the above Company are prepared to accept MARINE RISKS at Current Rates, allowing usual Discounts.
ADAMSON, BELL & Co., Agents.
Hongkong, May 3, 1881. 3my82

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.
THE Underwritten having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co., Agents.
Hongkong, July 25, 1872.

Insurances.

PRUSSIAN NATIONAL INSURANCE COMPANY, OF STETTIN.
THE Underwritten have been appointed AGENTS for the above Company, and are prepared to Grant Insurances against FIRE at Current Rates.
MEYER & Co.
Hongkong, May 10, 1881. 10my82

NOTICE.
QUEEN FIRE INSURANCE COMPANY.
THE Underwritten are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE).
CAPITAL—TWO MILLIONS STERLING.
THE Underwritten are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels, or on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.
Hongkong, January 4, 1887.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.
ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 " Reserve Fund upwards of £ 120,000 " Annual Income £ 250,000 "

THE Underwritten have been appointed AGENTS for the above Company at Hongkong, Canton, Fookow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

Notices to Consignees.

NOTICE TO CONSIGNEES.
GERMAN BARQUE "PHENIX," FROM HAMBURG.
CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading to the Underwritten for countersignature, and to take immediate delivery of the Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
ARNHOLD, KARBURG & Co., Agents.
Hongkong, October 7, 1881.

NOTICE TO CONSIGNEES.
AMERICAN BARQUE "LAUREN," FROM HAMBURG.
CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading to the Underwritten for countersignature, and to take immediate delivery of the Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
MEYER & Co., Agents.
Hongkong, October 7, 1881.

NOTICE TO CONSIGNEES.
THE Steamship "Glenorchy" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Underwritten, whence and/or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 7th October.
Cargo remaining undelivered after the 14th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, October 7, 1881. oc14

SHIRE LINE OF STEAMERS.
FROM LONDON, PENANG AND SINGAPORE.
THE Steamship "Broomfield," WILLIAMS, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Underwritten, whence and/or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 7th October.
Cargo remaining undelivered after the 14th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, October 7, 1881. oc14

NOTICE TO CONSIGNEES.
THE Steamship "Mayo," expected to arrive on or about the 10th Instant, will have immediate despatch as above, and has Accommodation for a few Passengers.
Apply to
LINSTEAD & DAVIS.
Hongkong, October 8, 1881.

FOR VLADIVOSTOCK.
THE Steamship "Mayo," expected to arrive on or about the 10th Instant, will have immediate despatch as above, and has Accommodation for a few Passengers.
Apply to
LINSTEAD & DAVIS.
Hongkong, October 8, 1881.

FOR LONDON.
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Apply to
LINSTEAD & DAVIS.<

For Sale.

MacEwen, Frickel & Co.
HAVE RECEIVED FOR SALE,
Ex French Mail Steamer.

Finest **MAISON BUTTER**
NOLLY PRATT'S VERMOUTH.

Ex S. S. "Glencoe."
WHELEY & SON'S
BREECH-LOADING GUNS
CENTRAL FIRE.

Ex S. S. "Ulysses."
Fine New Season's **CUMSHAW TEA**, in
5 and 10 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

Ex "Highlander."
"AT WHOLESALE PRICES."
200 kegs **Fine American FURISHING**
NAILS, Nos. 3 to 12.
25 " **American SPIKES**, 4 inches to
7 inches.
50 barrels **Prime American MEAT PORK**.
60 " **Philadelphia Extra BEEF**.
200 " **Finest Strained ROSIN**.
300 " **City BUTTER**.
150 cases **SPIRITS OF TURPENTINE**.
100 barrels **Dried APPLES**.
50 cases **FLORIDA WATER**.
60 barrels **American TAR**.
15 " **LAMP GLASS**.
50 cases **American CLOCKS**.
COTTON DUCK, **Canned BEEF**, **MUTTON**, **OYSTERS**, **LOBSTERS**, **CORN**, **TOMATOES**, **Corned BEEF**, **Compliment**, **MILK**, **Tomato CATSUP**, **HANDSAKES**, **OAKUM**, **ASH**, **SAWS**, **MAPLE**, **ASH**, and **White Pine PLANKS**.

Ex "Abbie Currier."
Florence COOKING STOVES,
CORN BROOMS,
India Rubber KNEE BOOTS,
AGATE WARE, in every variety of Kitchen Utensils.
Charter Oak COOKING STOVES,
Spartan COOKING STOVES,
BOURBON WHISKY.

Ex Steamer *de la Cruz*.
DOUGLAS OFFICE CHAIRS,
Messrs GARDNER & CO'S PERFORATED VENEER,
Home Revolving OFFICE CHAIRS,
HIGH-BACK OFFICE CHAIRS,
ROCKING FOLDING CHAIRS,
DINING-ROOM CHAIRS,
LADIES' ROCKING CHAIRS.

The above can be highly recommended for office and domestic use, being admirably adapted to this climate.

Ex "Glenduff."
CROSBY & BLACKWELL'S AND OTHERS
HOUSEHOLD STORES.
TEA-SORTER'S DESSERT FRUITS,
SAVORY PATE,
GAME PATE,
PORK PATE,
OX PALATES,
HUNG (Hambo) BEEF.

HUNTLEY & PALMER'S BISCUITS,
FRUITS for **ICE**,
SHERBERT,
COCOATINA,
VAN HOUTEN'S COCOA,
ERF'S COCOA,
ROBINSON'S GROWN,
GELATINE.

Russian OX-TONGUES,
French PLUMS,
PATE DE FOIE GRAS,
SARDINES,
ANCHOVIES.

Breakfast BACON,
ASPARAGUS,
MACCARONI,
VERMICELLI,
SAUSAGES,
MEATS,
SOUPS, &c., &c.
COPYING PRESSES.

EX AMERICAN MAIL.
Eastern and Californian CHEESE,
Boiled CODFISH,
Prime HAMS and BACON,
Russian Caviare,
Large Brand Condensed MILK,
PEACH, and **APPLE BUTTER**,
Essential OX-TONGUES,
Family PIG-PORK in kegs and pieces,
Beau Ideal SALMON in 5 lb cans,
Cutting's Dessert FRUITS in 24 lb cans,
" **Assorted Canned VEGETABLES**,
" **Potted SAUSAGE** and **Sausage MEAT**,
" **Stuffed PEPPERS**,
" **Assorted PICKLES**,
" **MINCEMEAT**,
COMB HONEY in Original Frames,
Richardson & Robbin's Celebrated Potted MEATS,
Richardson & Robbin's Curried OYSTERS,
Lunch TONGUE,
Assorted American SYRUPS, for **Summer Drinks**,
McCarty's Sugar LEMONADE,
Cheese CHOWDER,
Codfish BALLS,
Green TURTLE in 24 lb cans.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 5 lb tins, and loose.
Alphabetical BISCUITS,
Fancy Sweet Mixed BISCUITS,
Ginger CAKES,
Soda BISCUITS,
Oyster BISCUITS.

Cracked WHEAT,
OATMEAL,
HOMINY,
CORNMEAL,
BUCKWHEAT FLOUR,
RYE MEAL.

SPECIAL SELECTED
CIGARS.

WINE, SPIRITS, BEER AND AERATED WATERS.

SHIPHANDLERY of every Description.
RIGGING and SAIL-MAKING promptly executed.

Hongkong, September 24, 1881.

Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE AND INLAND SEA.

THE S. S. NIGATA MARU, Capt. WYNN, will be despatched as above on **FRIDAY**, the 14th October, at 4 p.m. Cargo received on board and parcels at the Office up to 2 p.m. of 14th October. No Bill of Lading signed under \$2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To **Kobe**, \$60; to **Yokohama**, \$50; to **Shanghai**, \$120; to **Kobe**, \$50.

A Reduction is made on RETURN Cabin Passengers.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's OFFICES, PRAYA CENTRAL, West Corner Pottinger Street.

H. J. H. TRIPP, Agent.

Hongkong, October 4, 1881. oc14

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on **SATURDAY**, the 15th October, 1881, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transshipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demetera, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On **PAID RETURN PASSAGE TICKETS** a Reduction of 25 % is made.

Freight will be received on board until 4 p.m. on the 14th Instant. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

F. E. POSTER, Gen. Agent for China & Japan.

Hongkong, October 1, 1881. oc15

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, SOUTHAMPTON, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN, GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ROSETTA, Captain A. E. BARKLEY, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUZ, CANAL, and Port of Call, on **MONDAY**, the 17th October, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of departure.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of departure.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The **Orders and Value of Packages** are required to be declared prior to shipment.

Shippers are particularly requested to note the latest conditions of the Company's Black Bills of Lading.

A. MELVER, Superintendent.

Hongkong, October 5, 1881. oc17

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, PORTS OF BRAZIL, AND LA PLATA.

Also, **BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.**

ON MONDAY, the 24th day of October, 1881, at Noon, the Company's S. S. **TRAOUADY**, Commandant DUBREUIL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 23rd October.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd October, 1881. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 7, 1881. oc24

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1880.

CAPITAL, £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or Merchandise in the same, at Current Rates, on First Class Godowns Reduced to 1 % net premium per annum from this date.

GILMAN & Co., Agents.

Hongkong, May 10, 1881.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up), £12,420,000.00.

PERMANENT RESERVE, £12,230,000.00.

SPECIAL RESERVE FUND, £12,288,936.17.

TOTAL CAPITAL AND ACCUMULATIONS, £37,938,936.17.

April, 1881.

Directors: K. B. FORBES, Esq., Chairman; W. M. BOW, Esq.; W. A. MEYER, Esq.; J. H. PRICKVOT, Esq.; F. D. HITCH, Esq.; Esq.

HEAD OFFICE—SHANGHAI. **Messrs RUSSELL & Co., Secretaries.**

LONDON BRANCH: **Messrs BARRING BROTHERS & Co., Bankers.**

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premiums paid by them.

RUSSELL & Co., Agents.

Hongkong, May 20, 1881. 1oc82

To-day's Advertisements.

FOR SWATOW, AMOY & FOCHOW.

The Steamship "Kwangtung," Captain YOUNG, will be despatched for the above Ports on **THURSDAY**, the 13th Instant, at Daylight.

For Freight or Passage, apply to **DOUGLAS LAFRAIK & Co.**

Hongkong, October 10, 1881. oc13

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, AND BOMBAY.

The Co's Steamship "Menelaus," will be despatched above on **THURSDAY**, the 13th Instant, at 3 p.m.

For Freight or Passage, apply to **MELROERS & Co.**, Agents.

Hongkong, October 10, 1881. oc13

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for CHEFOO, NEWHANG, TIEN-TSIN, HANKOW, AND PORTS ON THE YANGTZE.)

The Co's Steamship "Menelaus," will be despatched above on **THURSDAY**, the 13th Instant, at 3 p.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents.

Hongkong, October 10, 1881.

NOTICE TO CONSIGNEES.

S. S. "NIGATA MARU," FROM KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above ship are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after 11 a.m., the 11th Instant, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP, Agent.

Mitsui Bishi Mail S. S. Co.

Hongkong, October 10, 1881. oc17

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

EDMUND PHINNEY, Amer. barque, Capt. John Berry. Geo. R. Stevens & Co.

ELVIRA DOVAL, Hawaiian ship, Captain Jose M. Pimentel. Captain.

HUNDON, German steamer, Captain J. C. Matthiesen. Wieler & Co.

HORN, American ship, Captain H. Curtis. Douglas Lapaik & Co.

LAUREN, American ship, Capt. A. Snow. Melchers & Co.

LAUREN, British steamer, Captain D. Scott. Jardine, Matheson & Co.

LUPU, British steamer, Captain L. Puddicombe. Adamson, Bell & Co.

SCHIERLOH, German 3-masted schooner, Capt. Schierloh. Edward Schellhaas & Co.

OCEAN, British steamer, Captain Henry Webber. Geo. R. Stevens & Co.

PEARL, American barque, Captain R. Howe. Amshold, Karberg & Co.

STAR OF INDIA, British barque, Capt. H. D. Roe. Adamson, Bell & Co.

SYREN, American ship, Captain G. W. Brown. Douglas Lapaik & Co.

THE TERN, British ship, Captain J. M. Whyte. Russell & Co.

SHIPPING.

ARRIVALS.

Oct. 9, **Kwangtung**, British steamer, 674, M. Young, Foochow Oct. 5, Amoy 6, and Swatow 8, General.—**DOUGLAS LAFRAIK & Co.**

Oct. 9, **Hai King**, Chinese gunboat, 800, Kho Kok-ling, Foochow Oct. 6.

Oct. 9, **Chop-sai**, Chinese gunboat, from a cruise.

Oct. 9, **Fuyee**, Chinese steamer, from Canton.

Oct. 9, **Wille**, German steamer, from Canton.

Oct. 9, **Palhoi**, British steamer, 891, R. N. Deville, Chinkiang Oct. 5, Rice, BUTTERFIELD & SWIRE.

Oct. 9, **Asia**, Danish steamer, 879, Djorup, Singapore Oct. 1, General.—**STEWART & Co.**

Oct. 9, **Ashington**, British steamer, 808, E. Allison, Bangkok Oct. 2, General.—**STEWART & Co.**

Oct. 9, **Meifoo**, Chinese steamer, 1284, Petersen, Foochow Oct. 7, Tea.—**LAUREN & DAVIS.**

Oct. 10, **Niyata Maru**, Japanese steamer, 1095, J. Wynn, Kobe Oct. 4, General.—**M. B. M. S. S. Co.**

Oct. 10, **Kang-chi**, Chinese steamer, 688, R. C. Marsden, Haiphong Oct. 5, and Hoilow 6, General.—**C. M. S. N. Co.**

Oct. 10, **Khangchow**, British steamer, 159, A. Love, Shanghai Oct. 5, General.—**KWON ACHONG & SON.**

Oct. 10, **Himalaya**, British steamer, 514, W. R. Beale, Haiphong Oct. 6, and Hoilow 9, General.—**YUO KEE.**

Oct. 10, **Tung Tung**, Chinese steamer, 315, F. Dunn, Hoilow and Macao, General.—**C. M. S. N. Co.**

DEPARTURES.

Oct. 9, **Lorne**, for Swatow and Amoy.

9, **Singapore**, for Bangkok.

9, **Glenorchy**, for Shanghai.

9, **Palatini**, for Hoilow, &c.

9, **Dunbar**, for Bangkok.

9, **Patroclus**, for Amoy and Shanghai.

9, **Cleveland**, for Swatow.

9, **Palhoi**, for Canton.

9, **Niyata**, for Shanghai.

10, **Fuyee**, for Shanghai.

10, **Namoi**, for Coast Ports.

DEPART.

Per **Kwangtung**, from Coast Ports, Mr. Leach, Rev. Father Chinchon, and 120 Chinese.

Per **Ashington**, from Bangkok, Dr. Dean, D.D.

Per **Niyata Maru**, from Kobe, Mr. and Mrs. Ashton and 2 children, Col. Burley, Mr. Veight, Count Erlich, Rev. J. Grundy, and 10 Chinese.

Per **Kang-chi**, from Haiphong, &c., 23 Chinese.

Per **Himalaya**, from Haiphong, &c., 5 Chinese, and 2 Europeans.

Per **Lorne**, for Swatow 35 Chinese; for Amoy, 7 Chinese.

Per **Dunbar**, for Bangkok, 253 Chinese.

Per **Patroclus**, for Amoy, 200 Chinese.

Per **Niyata**, for Shanghai, 70 Chinese.

Per **Namoi**, for Coast Ports, 400 Chinese.

TO DEPART.

Per **Hainan**, for Hoilow, &c., 50 Chinese.

SHIPPING REPORTS.

The British steamer **Kwangtung** reports: Foochow to Amoy, fresh N.E. breeze and light S.W. wind; to Hongkong, moderate variable winds and fine. Passed French mail bound North of Cuddihy Point. In Foochow: S. S. North, and Meifoo. In Amoy: S. S. Tamsui. In Swatow: S. S. Hardwick, Hoilow, Kelung, and Wenchow. Six Thales left same day.

The Danish steamer **Asia** reports: Fine weather all the way, with southerly and easterly wind.

The British steamer **Ashington** reports: Squally weather first part with variable winds; latter part of voyage strong N.E. wind.

The Chinese

at Canton. Mr. Ford, as we have already mentioned, goes home on leave, and his place at Pakhoi will be taken by Mr. O. Johnson.

Bad weather has been experienced at Haiphong lately. The *Kungchi* arrived to-day reports as follows:

Left the anchorage at Haiphong at 10 a.m. of 5th Oct. Weather then dark and threatening with a rapidly falling glass, in consequence of which anchored ship inside the Inner Bar, at 2 p.m. with both anchors. Wind rapidly increasing in force until 7 p.m. when it blew a complete typhoon from the Eastward. 8.30 p.m. wind veering to the Southward; barometer commenced to rise, and weather rapidly improved. Next day had strong S.E. winds and high sea across the gulf. Lowest reading of mer. bar. 29.32; Aneroid 29.27. From Haiphong to port had light N.E. wind and pleasant weather. During the typhoon at Haiphong three pilot boats foundered, it is feared, with all hands. Passed a number of partially damaged junks, but they required no assistance.

THE TRAMWAY BILL.

The Special Committee of the Legislative Council on the Tramway Bill met this afternoon, and the sitting was public. The Committee has already held three sittings since its formation. The following were present: Hon. F. Snowden, presiding, and Hon. Messrs W. M. Dean, C. Lister, P. Byrne and F. B. Johnson.

Mr. N. J. Edo appeared before the Committee, and said that he desired to put on record his objections to the tramway scheme having the terminus where it was proposed to place this. He had a home at the Gap, (position pointed out on the map). He objected to the nuisance the tramway would prove. There would be large numbers of coolies, a large number of passengers, and no doubt, in course of time a public chair-dance. Then these people were very likely to commit a nuisance and destroy the purity of the Pokokoula reservoir. The establishment of a railway station at the point suggested would be an annoyance to the neighbourhood. There were a great many other places where a terminus could be fixed. There were some sides further eastward where the station could be more properly placed. It might be fixed beyond the house occupied by Messrs. Lane, (Gov. & Co.) as he understood, a more convenient place of exit. He did not see that the Tramway Company should be allowed to come to the Gap, sacrificing the comfort and convenience of the residents to get their line made the more cheerful. The inconvenience to himself, and he believed, to other residents, would be very great. So far as the Company was concerned, it was merely a question of cost.

Mr. Johnson asked whether, in selecting the site of his house so near to the public road, Mr. Edo had not looked upon the convenience of increasing traffic as inevitable.

Mr. Edo said he had never anticipated a railway station being established quite close to his house.

Mr. Johnson suggested that Mr. Edo's argument should be put on record, and that a half of it (way to protect his comfort, and go and inflict what annoyance was inseparable from his business on somebody else.

Mr. Edo said he did not ask this. There were places where the terminus could be placed without inconveniencing any one. He was not in the position that anybody would be, who bought land, and went and built after the terminus was fixed. He was already established there, and it was sought to bring the tramway to his door, which he objected to, as it would be a nuisance and not a convenience.

Mr. Johnson and the Company might manage to do with it taking any part of Mr. Edo's land.

Yes, Sir, street in place goods, 35, Jervis Street, and Tak, his property was scheduled as to be taken over so as to allow of the tramway being founded. He was manager of the shop to whom this property belonged.

This witness was told that he would get 24 days' notice to leave the property. Wan Cheong, the owner of another piece of land set down in the schedule as required by the Company, was next examined. He had simply to say that he did not want to sell his property. He was also told that he would be entitled to the 24 days' notice should the Company desire to treat with him.

Mr. Leigh, Assistant Surveyor General, was the next witness. He spoke to certain sections having been taken by him at the request of the Surveyor General, who had certain objections to the scheme on account of the insufficiency of the width of the road. He took sections at the Naval Yard, the Cricket Ground, the Hongkong Hotel, and the Star Hotel. At the Naval Yard there was a width of 7 ft. 9 inches between the gutters, and the side of the road there was 28 feet wide. The cars were to be six feet wide. At the Cricket Field there would be a space of 15 feet only, unless it was agreed to sacrifice the two rows of trees at the sides of the road. At the Star Hotel there was a margin of only 2 feet 5 inches. The road there was 21 feet 5 inches between the gutters. There was no reason, to his mind, why the cars should not be run safely with that width of road. There was no reason why there should be a single line, and crossing at proper distances there should be no obstruction. With a double line there should be no obstruction either. The double line was preferable for several reasons, the main one of which was the greater room for the general traffic of the street. If a single line was laid down in the middle of the street all that was left free for the general traffic was the margin on either side. If a double line were laid down, then two thirds of the road was always free, one third only being occupied by the cars. He did not know that it had been laid down in an axiom that there was greater security in a double line than in a single. He believed that a steam-engine or compressed-air engine or any such motor was much more under control than horse-power could be. He was then called as a witness. Asked what his view was as to the convenience of a single as compared with a double line of tramway, he pronounced in favour of the double line. With a double line there could be no obstruction. The car would not have to stop for the other car to get on to the other side, save to pick up ladies and Chinese women. There were regulations against entering and leaving the car while it was in motion, but practically passengers did not leave and enter the car. There was little or no danger connected with it. It was very easy and simple once one got into the way of it. When this tramway scheme was first spoken of, he was asked against the proposal of a double line along Queen's

Road than he was. It was only by going fully into the subject and reading up the evidence that had accumulated at home and elsewhere as to the working of tramways that he had been convinced against his will, as he was, that it was the better scheme for the two. He quoted from the evidence given before a Committee of the House of Lords, by Mr. Patterson, solicitor, Secretary to the Edinburgh Tramway Company, one of the oldest tramways at home, and also, from an official paper regarding the proposed tramway in the City of London, the opinion of an ancient authority Mr. Haywood in support of his view. The roads were quite wide enough here for a double line. A double line was much more suitable for a street like Queen's Road than a single one. The number of sidings and crossings would be a matter for the Surveyor General to decide. He was in favour of the line via Queen's Road in preference to one by the Praya, because in a typhoon or gale, the line would, if it went by the Praya, be broken up and rendered useless. On the other hand, if the line went by Queen's Road it would be passable when traffic on the Praya was stopped. Four feet six inches was ample room for a rickshaw to pass. That would be the width between the car and the gutter. That space was not enough for a pony carriage. A pony carriage would have to go to the other side of the road, where two-thirds of the road would be available for outside traffic. If the carriages were standing, then the tram cars would not be taken out to the other line to avoid such an obstacle, but for any sufficient cause it could be switched from one set of rails to the other.

Captain Deane expressed himself strongly against the switching of the cars under any circumstances. It would be much safer if the lines were kept separate.

In answer to Mr. Lister, Mr. Danby admitted that a single line of rails would have all the advantages and none of the disadvantages of a double line system. Further examined, witness said he had heard of an accident which had taken place on a line getting between two passing cars. He had heard of fatal accidents through men alighting and being thrown against another car or some passing vehicle, and the possibility of such an accident, he thought, was a very real one. The construction of the car to be used on the Hongkong line. Passengers could only alight and enter from the side nearest to the foot-path. With regard to the section of the road opposite the cricket field, it was proposed to put the kerb stone back, so as to be in a line with the foot-path. Witness spoke very strongly in favour of the proposal made on behalf of the promoters of the scheme to take over and keep in repair the whole of the roads where their lines ran, the margin, being done after by the Company as well as the ground solely under their care. The Acting Surveyor General was in favour of a scheme whereby the Government should keep the whole road in repair. Mr. Danby had several objections to this plan, the great point of which, he said, was divided responsibility. He read a lengthy quotation from a report by a Committee of the House of Lords recommending the undivided care and responsibility with regard to the roads being vested only in one body. There would be no conflict between the Company's intentions not carried out with regard to keeping the whole of the road in order and being paid a fair rate by the Government for the upkeep and repair of the margin done by the Government. It was impossible to dissociate the upkeep of the Tramway line from the upkeep of the road. He pointed out that at home the tramways were formed as a rule by corporations and the working of them leased out. Here, he believed, the best plan would be that the Company keep the whole road in repair, and be paid by the Government a proportion for the margin.

After Mr. Danby had finished his evidence the Committee ran through several points which had been held over from previous meetings for discussion. Besides the question as to whether the Magistrate should be given the power to hear civil actions as between the public and the Company, Captain Deane was of opinion such actions should go before the Summary Court.

Mr. Johnson supported the provision made on this point in the bill, giving the Magistrate power to deal with such cases. The meeting then adjourned to 10.30 on Wednesday next.

ROUGH NOTES FROM JAPAN.

Yokohama, Sept. 23. The young princes have been a fruitful topic of conversation in "fashionable circles" for some time past, as well as the question when they would or would not be here. It is now definitely known that the Flying Squadron cannot possibly reach Yokohama before the 25th October next. The young "sons of royalty" will be too late for the Regatta, but they will have the pleasure of witnessing the Nippon Races, if they care for that kind of sport. Great preparations are being made for their reception in Tokyo, where three handsome state carriages have been built expressly for them. His Imperial Majesty the Mikado is hurrying home from his northern tour in order to welcome their Royal Highnesses.

Lord and Lady Harris and Lord Zouche arrived here by the O. & O. S. *Belgic* on the 13th inst., and left again two days later for Hiogo and Nagasaki by one of the Mitsui steamers. They will probably return here on or before the arrival of the Flying Squadron, when it is to be hoped that their Lordships will display their well-known cricketing abilities.

Having made a remarkably good beginning in the way of Life Insurance, the Japanese are now turning their attention to Fire Insurance. A set of regulations have been drawn up by a Special Committee and business will be commenced on a large scale as soon as the Cabinet has passed the proposed bill.

There appears to have been a very serious typhoon on the night of the 13th and the morning of the 14th inst. Disasters of all kinds have been reported by ships which have arrived at this port since that date. We had it all enough here. On the Bluff, many trees were blown down, and tiles were scattered in every direction. Sleep was impossible, it only for the uncharitably sound of the wind and the constant rattling of doors and windows. The wind was so strong that it came off with comparative impunity, but Japanese dwellings were less fortunate; they are far too rickety to stand much knocking about. Many of them were almost roofless before the wind abated, and large quantities of shingles were distributed broadcast. Several vessels in harbour dragged their anchors and drifted for short distances but sustained no injury. Unfortunately, however, many lives and much cargo was lost by the destruction of three of the P. M. Co's barges which had been engaged, during the day prior to the storm, in landing goods from the S. S. *Belgic*. About twelve boatsmen were drowned and three hundred packages lost. Saddest of all is the fate of the barque *Wellington* which was shattered to pieces near Misaki, about four miles from the Yokosuka light. All hands were saved, thanks to timely assistance rendered by Japanese. The crew of the ill-fated vessel came on to Yokohama in a fishing boat. They are still here, and are in a very destitute condition.

On the 15th inst. the flags were lowered in half-mast at the several Consulates, in consequence of the death of Prince Frederick, uncle to the King of the Netherlands. An individual who has had much experience in "saving his own bacon" has taken it into his head to turn an honest penny by saving some for other people. He has succeeded in obtaining a piece of ground beyond the limits of the Bluff; and in this suburban retreat he is going to start what has been described as a "piggery and bacon-curing establishment." One would imagine that this would be good news to people living in a place like this, where it is not always an easy matter to get anything tasty for breakfast. Well, it is good news to a good many, but there are those who take the matter in another and a very different light, and are inclined to think that the man of becoming proclivities is trying a dodge to get land cheap without buying it at auction. Two gentlemen have "written to the papers" to relieve their minds on the subject. Of course such an idea is absurd, and too ridiculous to be taken up by the public. The piggery will be started in due course and whoever will may partake freely of ham and eggs, or bacon and beans, which they prefer.

The weather here during the last fortnight has been horribly unseasoned; one day scorching hot, and the next almost cold enough for overcoats outside, and fires inside, our houses.

CENSOR.

Police Intelligence.

(Before Frederick Stewart, Esq.) Monday, Oct. 10.

Ho Ahkeng, Chinese coolie, was convicted on the evidence of his employer, Charles F. Degener, of stealing a piece of brass, complainant's property. Prisoner was convicted, and sentenced to seven days' imprisonment with hard labour.

Three Chinamen, who were seen, about a quarter past ten p.m. on the 9th inst., on the street without pass or light were to-day convicted and fined 82 cents or six days' imprisonment with hard labour.

John Murray of the steamer *Anger Head* was sentenced to pay a fine of 25 cents, or one day's imprisonment.

James Made was convicted of a similar offence, and was fined 20 cents or ten days' imprisonment, and ordered to pay 20 cents to coolies or one day's imprisonment.

Alfred Henderson was convicted of being drunk and fined 81 or four days in gaol.

Lui Tung, a carpenter, Hollywood Road, said on the 9th inst., he washed his trousers and hung them out to dry. Complainant heard a cry of "thief" raised. Complainant ran out, and defendant was caught by a Police Constable. Defendant admitted the charge, and got fourteen days' imprisonment with hard labour.

Frederick Frederson charged John Sutcliffe with assaulting him in Peterborough Road, and defendant was caught by a Police Constable. Defendant admitted the charge, and got fourteen days' imprisonment with hard labour.

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SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor the Acting Puisne Judge, J. Russell, Esq.) Monday, Oct. 10.

At YONG CHUN HIN v. SUI YUEN AND ANOTHER (\$300).—This was a claim for work done as an accountant. It was on the other side denied that such work had ever been done. The evidence was of the most contradictory character, and judgment was given for the defendants with costs. Mr. Holmes appeared for the defendants.

Marine Court.

(Before Captain Thonnet, R.N.) Monday, Oct. 10.

Martin McDonald, belonging to the American ship *Stonewall Jackson*, was fined \$10 on board and using abusive language.

Macao.

(From a Correspondent.)

October 8th.

The public seems to be very much at sea just now, in regard to the dole Cereal case, and opinion in the Holy City is divided. That the Court of Goa has denounced the earlier proceedings as illegal is certain, but the recent appeal to the Supreme Court at Lisbon again complicates affairs. The general idea seems to be that the Lisbon phase will end in a complete fiasco.

The Chinese have just celebrated the festival of 拜月十五 or "Worship of the Full Moon." It seems to me that of all the yearly festivals this one is the most pleasing and—shall I say it?—poetical.

The moon has been shining in unapproachable beauty for the last few nights, proving her self worthy of the honours paid her. The recent gale has cleared the atmosphere, so that the nights have been brilliant in consequence. I must, however, give the Chinese the credit of having most consistently done all in their power to destroy the "poetry" of the festival, by means of the S. W. wind, and the pestiferous firecracker. Still, the dim lanterns and vagrant thoughts of their nocturnal processions have given a weird charm to the moonlight scene.

Quite a number of gentry from Hongkong have spent the day here, although nothing of any special character is going on, except it be the auction at St. da G—'s fine residence. But stay—in delightful concordance with the Sabbatharian views of Macao, the Hayes Troupe will give a performance here this evening. The stage has been satisfactorily arranged, at least, I hear, although some trouble was experienced first in getting it in order. The little acrobat who had the misfortune to injure his hand the other evening in Hongkong, is still in a bad way, as the sprain was a severe one.

Later—A deplorable accident occurred this evening, which is an evening favourable with the following particulars. In the black-rope act, one end of the rope gave way, precipitating the acrobat upon the floor beneath. In his fall he tore one of the chandeliers from its fastenings. The lamp broke, and the lusty feet of the acrobat, in every direction, to the great consternation of the audience. Luckily no panic ensued, and to the presence of mind of several gentlemen it is due that the little theatre did not take fire. The acrobat is said to have sustained no serious injuries.

China.

(Gazette, Oct. 3.)

The Chinese steamer *Yen*, Capt. Deegan, from Swatow, reports a British vessel 10 miles Eastward of Taing-sai at anchor disarmed; required no assistance.

The British brig *Mentorian*, Captain J. Edwards, which arrived in port yesterday, reports that the Chinese gun-boat *Chi Wei*, reports that on Monday the 26th Sept., when at lat. 31° 17' N. Long. 126° 40' E., a terrible typhoon carried away both masts, tore up the decks and did a considerable loss of property on her. On the 28th she was towed by the S. S. *Malacca* as far nearly as Turnabout, when the hawsers broke; then she left us.

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